

SC62 Inert gas systems

(1985)
(Rev.1
Nov 2005)
(Rev.2
Dec 2020)

Interpretation of the paragraphs 2.2.3.2.7 and 2.2.3.2.8 of Chapter 15 of the IMO International Code for Fire Safety Systems (Fire Safety Systems Code) (Resolution MSC.98(73) as amended by IMO Resolutions up to MSC.410(97))

(FSS Code, Ch. 15, 2.3.2.7 and 2.3.2.8)

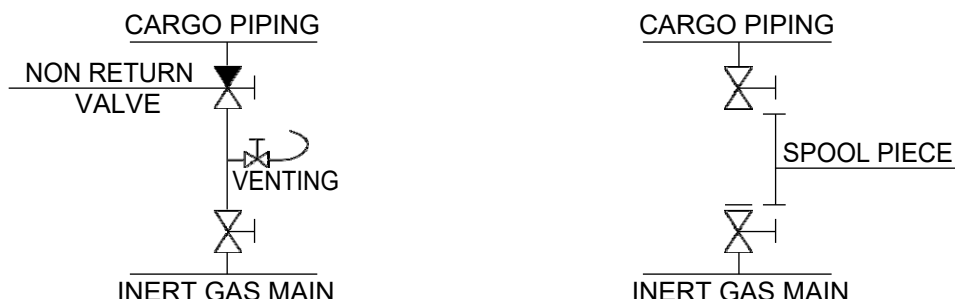
The Fire Safety Systems Code Chapter 15, 2.2.3.2.7 and 2.2.3.2.8 read as follows.

2.2.3.2.7 If a connection is fitted between the inert gas main and the cargo piping system, arrangements shall be made to ensure an effective isolation having regard to the large pressure difference which may exist between the systems. This shall consist of two shutoff valves with an arrangement to vent the space between the valves in a safe manner or an arrangement consisting of a spool-piece with associated blanks.

2.2.3.2.8 The valve separating the inert gas main from the cargo main and which is on the cargo main side shall be a non-return valve with a positive means of closure.

Interpretation

As a guide, the effective isolation required by this regulation may be achieved by the two arrangements shown in the following sketches.



(MSC/Circ. 1120)

Note:

1. Rev.2 of this Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on and after 1 January 2022.
2. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29.

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